AFFAIRS OF THE RAILWAYS.

The Train-Dispatchers' Convention.

A. A. Zion, president of the Train-dispatchers' Association of America, states that the coming convention to be held in St. Louis on Tuesday, June 10, promises to be the best attended of any annual convention they have ever held. He has received letters from all parts of the United States, and from Canada and Mexico, to the effect that they will have representatives in attendance. Many of the members of this association who still show a good deal of interest in it are now superintendents, masters of transportation and trainmasters. The objects of the association are a free discussion of the best method of moving trains by telegraph, strengthening and per-fecting the code of rules formulated by the managers at the time convention, and the advancement of this branch of the railway service; to promote harmony and fraternal feeling among the members; the establish-ment of a bureau of information regarding accidents, and an effort to perfect rules to avoid accidents, and the payment of a sum of money to the beneficiaries of de-ceased members. This association has no losed doors at its deliberations, but, on the contrary, extends an invitation to any and all railway officials to attend the meet-ings, and, to still further emphasize the friendly relations it is desired to maintain between employer and employe, honorary members are elected each year to the association, selected from among the officials of different roads. The association altogether, ignores the problem of labor. In order to advance their ideas, at their last meeting, held in this city, a committee of five old and experienced dispatchers was appointed to inquire into the workings of the code of rules adopted by the time convention. This committee has held four meetings in Chicago during the past year, and will report

at the coming convention. The L. E. & W. Eastern Line. Although the general officers of the Lake Erie & Western road who are located at Indianapolis are very reticent as to what they say as regards the building of a road from Indianapolis to Muncie, Calvin S. Brice, president of the road, is not so close mouthed. He tells parties who are interested in the future of the L. E. & W. that this fifty-four miles of road will be built, and by the corporation which recently filed articles of association with the Secretary of State of Indiana under the corporate name of the Indianapolis & Eastern road. Two lines have already been surveyed. One is about one mile shorter than the Bee-line (now the Big Four); the other, a little over a mile longer. Eitherie a feasible route to build over, and will strike some very respectable towns now a little off of any railroad. The company will use the terminals of the L. E. & W. at Indianapolis and at Muncie, and by building the road not only help the L. E. & W. to a good Eastern line, but also give the Fort Wayne, Cincinnati & Louisville, now owned by the L. E. & W., a direct line to Indianapolis.

No Increase in Travel.

It is a peculiar circumstance that, despite the low rates to Western points, there is no increase in travel in that direction. Instead of the rush that might naturally be expected with rates where they are, there is comparative apathy over the situation here at Indianapolis. The travel seems to be all east, and few people care enough to go the other way just now to take advantage of the railroad war. One official remarked yesterday that it was a lucky thing for the roads that travel had not increased, as it would not pay to haul the passengers at the present rates. Another said that so long as there was little increase the fight would be continued, but just as soon as business grew heavy a truce would be patched up and the rates restored. Westerr travel has been much lighter all spring than last year, and it is a notable fact that fully ten times the number of harvest-excursion tickets were disposed of last spring than were sold this spring.

Iron and Lumber Rates. At their meeting yesterday, at the Bates House, the representatives of the Chicago and Ohio River Association came to conclusions regarding iron rates between Ohio river points and those in the North and Northwest. This completed largely the business that brought them together, and some of the agents left the city yesterday afternoon. Lumber rates are yet to be considered by the agents remaining here, and if adjustment is not reached to-day the matter will be resumed next week.

Personal, Local and General Notes. M. E. Ingalls, president of the Big Four, has indefinitely postponed his European

The Chesapeake & Ohio announces cheaprate excursions to Old Point Comfort, June 24, July 15, Aug. 26 and Sept. 16.

W. P. Ijams, superintendent of the Belt road and stock-yards, is better and is arranging for an extended Western trip.

On June 1 Charles Stone, of the C., H. & D., will take the position of general passenger agent of the Columbus & Hocking Val-

J. R. Dunbar, who was for some years with the Wabash, has been appointed general Eastern agent of the New York, Ontario & Western road. Grading on the link which is to connect

vision has been commenced, a large number of teams and men arriving at Peru this The earnings of the Lake Erie & West-ern road the third week in May were \$49,-

the Wabash main line with the Detroit di-

790.85, an increase this year over the corresponding week, 1889, of \$4,917.90. The passenger business of the Pennsyl vania line between Indianapolis and Chi-

cago the last ninety days has been 100 per cent, larger than in the corresponding three months of 1889. The loss of the boat Roanoke, running between Toledo and Buffalo, in the interest

of the Toledo, St. Louis & Kansas City

road, is quite a serious one, the boat being valued at \$25,000, and its cargo, which is a total loss, \$40,000. G. G. Hadley and G. H. Ketcham, the leaders in the project to build the Toledo & Chicago Air-line, have gone to New

York to arrange for funds to build the road, which, it is stated. Eastern capitalists are anxious to furnish. The consolidation of the outside offices of the Louisville. New Albany & Chicago and

the Cincinnati, Hamilton & Dayton roads at this point has been postponed until they can secure more desirable rooms than either of the companies now occupy. A Chicago firm is delivering to the Big Four, for use on its Peoria division, 115,000

to have under the track by July 1. The line is now laid with steel from Indianapolis to its connection with the Peoria & The applications to the Central Traffic Association for the privilege of giving ex-

cross-ties, which Roadmaster Sloan expects

cursion rates to parties were never more numerous than this year, which is taken by passenger men to be evidence that travel is to be heavy this season, is all directions and of all classes. H. R. Dering and John Chesborough, as-

sistant general passenger agents of the Pennsylvania and the Vandalia lines, were in Terre Haute yesterday for a conference with General Manage Williams concerning the opening of the St. Joe extension for passenger business.

The movement of immigrants westward is unusually heavy for May. On Wednesday the Pennsylvania brought in three of the Pennsylvania roailroad coaches laden with fifty persons to the coach, and yester-day two Baltimore & Potomac cars came in equally well loaded.

Negotiations are pending between the Vandalia and the Louisville, New Albany & Chicago road for the putting on of a through coach to be run daily between In-dianapolis and St. Joe, at least through the summer season, when the pleasure resorts

on this extension are open. The officials of the Toledo, St. Louis & Kansas City road are greatly pleased with the business which has developed with the putting on of a line of steamers of their own between Toledo and Buffalo. They say that the day of its being an experiment is He was a stanch Republican, and reprepassed, and next year more boats will be dded to the line.

The Indianapolis Division of the National ardmasters' Association has selected as field, where

be held in Kansas City, June 11, J. Q. Hicks, of the Big Four; M. M. Richards, of the Lake Erie & Western; John Howard, of the Vandalia, and George McCutcheon, for-

merly on the I. & St. L. George A. Farlow, president, and several of the Boston directors of the Cincinnati, Sandusky & Cleveland road are making an inspection of the property. It is intimated that they have under consideration the construction of certain extensions which will give them valuable connections which they need, now that the Big Four is turning its business away from them.

In the month of April there were shipped from the East St. Louis stock-yards 1,228 car-loads of live stock, as shown by the official statement of the superintendent of the yards, against 716 in April, 1889. The shipments this year by the respective Eastern lines were as follows: St. Louis division of the Big Four, 678 car-loads; Vandalia, 251; Chicago & Alton, 147; Wabash, 138; Ohio & Mississippi, 14.

The time war between the three Chicago and Cincinnati lines has been declared off, and all will change their schedules on June 1 to a common time, which, for the day trains, will be nine hours and fifteen minutes between the points named, and for the night trains ten hours and forty minutes. The Big Four and Pennsylvania day trains now make the run in eight hours, and the night trains in nine hours.

The \$11 passenger rate between Chicago and New York, after having been in effect hardly twenty-four hours, was rescinded by the Central Traffic Association. The \$16 rate still remains in force, however. There were no changes made in Western passenger rates at Chicago yesterday. The \$3 rate, either way, between Chicago and St. Paul went into effect on the Chicago, Milwaukee & St. Paul road yesterday morning, as was announced it would.

The Station Agents' National Association has been in session for two days this week in Cleveland, and yesterday went on an excursion to Niagara Falls. This was its sixth annual meeting, and most of the work done was secret in its character. The name of the association will hereafter be the Railway Agents' Association. It is stated that the association is now in excellent condition financially and rapidly increasing in its membership.

Yesterday was a tedious day for the local ticket agents. When persons made applications for rates West in most cases it required a good deal of figuring to enable them to name the rate, in so demoralized a condition is the passenger business gener-ally. A large number of persons express an intention of availing themselves of the low rates to Denver and other Western points should the rate war continue.

Present indications are that the Cincinnati, Hamilton & Dayton is to be forced into purchasing the Terre Haute & Peeria road. It would not be a bad property for the C., H. & D. if it had a connecting link and could be purchased at reasonable figures. The Indianapolis, Decatur & Western could formish a connecting link if ern could furnish a connecting link if it ever gets its financial difficulties so adjusted that it can be purchased or leased.

E. A. Ford, general passenger agent of the Pennsylvania lines west of Pittsburg, has sent the following notice to agents of the company: "Our managing officers direct me to say that special trains for Sunday excursions will not be run over any portion of these lines; neither will Sunday excursion tickets be sold for regular trains on any part of either system at less than the ordinary week-day rates. It is against the policy of these lines to encourage or engage in Sunday excursions."

The project for a railway to Alaska is about to take definite shape. Application will be made to the Canadian Parliament at the next session for the passing of an act incorporating the Vancouver, Northern & Alaska Railway and Navigation Company, with power to build a railway from Vancouver or some other point on Burrard in-let on the banks of the Frazer river, by way of Seymour creek valley, Pemberton meadows, Chilcoten plains and the headwaters of the Frazer river, to a point on the Parsnip or Peace river, with branches in a northeasterly direction to the Skeena and Stiken rivers, to the boundary of

Andrew Carnegie and Pittsburg & Western railroad capitalists have formed a syndicate to build a road which will parallel the Fort Wayne road from Pittsburg to New Castle, Pa., and then branch off up to the lakes. It will be a part of the Pitts-burg & Western system. Engineers have already been at work on the line for two days. The new line will not only cripple the Fort Wayne suburban traffic out of Pittsburg, but will divide the freight traffic in all the Ohio river towns, as it will parallel that line. The new route will also enable the Pittsburg & Western to handle its immense lake freight easier. How the lines will be changed beyond New Castle the syndicate has not divulged. General Manager Greene, of the Big Four

ines, says that from what he could learn in Chicago the Western roads are tired of carrying business, both passenger and freight, at present low rates. There is one bright spot in the situation. President ill of the Great Northern railway (the Manitoba lines) has finally agreed not to insist on a 10-cent differential for the Duluth route against that via Chicago. This is half the battle won. Next Monday he will restore rates to the basis of 71 cents V. T. Malott, receiver of the Chicago & per one hundred pounds from New York to St. Paul via Duluth, with the understandwill not be back until the early part of next ing that the lake and rail lines do not make a lower rate than that. So the differential is practically abolished.

Real-Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twentyfour hours ending at 5 P. M., May 23, 1890. as furnished by Elliott & Butler, abstracters of titles, Hartford Block, No. 84 East Market

H. Fowler, guardian, to Henry Eitel, lot 8, in Lilly's subdivision of part of block 8, in Drake's addition. Henry J. Spann to John S. Spann, lot 446, in Spann & Co.'s second Woodlawn addition. Edmund Dietz to P. B. Turner, lots 31, 32 and 33, in Dietz's subdivision of lot 1, etc., in Hanway's Oak Hill L. Roache to S. A. Howard, lots 38 39 and 40, in block 34, in North lot 10, in Gregory's subdivision o

lot 26, in Hanway's Oak Hill addi-Mary C. Carter to Robert Martindale, lot 9, in square 2, in Lincoln Park. Katie Abrecht to Charles Freund, part of lot 21, in Walker's first Haughville addition... William C. Stricklin to Joseph W. Bates, let 4, in Dawson's addition to Broad Ripple.

A. M. Makepeace to Elizabeth Makepeace, lots 57 and 273, in Fletcher's Woodlawn addition. Louisa M. Thayer to H. S. Fox. lot 13. in Kisner's Amrudel subdivision... H. S. Fox to E. J. B. Bertermann, lot

9, in Meek's East Washington-street lot 10, in Meek's East Washington-in Meek's East Washington-street State of Indiana to Thomas F. Quill, part of outlot 15 lliam Bosson to N. S. Byram, part

of lot 7, in McKernan's subdivision of part of square 23, in Drake's B. T. Thomson to Amanda C. Carson. part of the north half of the southwest quarter of section 35, township Knight & Jillson to B. B. Dildine, lot 2, in Parker, commissioner's, subdivision of lots 19 and 20, in Hender John A. Hosbrook to Edward C. Corlett, lot 193, in Hosbrook's Prospect-street addition. Clara L. Neland to Martha J. McMul-

len. lot 17, in Sharpe's Woodside John S. Fleming to George W. Stout. lot 1, in block 6, in Fleming's third North Park addition Charles S. Lewis to Harvey Wright lots 55 and 56, in Jones et al.'s addi-Willard W. Hubbard to William O. Henry, lot 35, in Hubbard's South Meridian-street addition

Robert J. Jones to Charles E. Faucett, lot 5, in Pitts's subdivision of outlet Samuel A. Howard to C. H. F. W. Stahlhut, lot 22, in Bradshaw's sub-

division of outlots 50 and 55 1,600.00 Conveyances, 24; consideration....\$15,929.00

Death of an Ex-Representative. Hon. Isaac Williams, seventy-eight years old, well known in this city, died at his sented Hamilton county in the Legislature of 1870. For forty-five years he has been engaged in mercantile pursuits at Westfield, where he was respected by all who MINOR CITY MATTERS.

Marriage licenses ware issued yesterday to William H. Wood and Celia M. Smith, Daniel Brindley and Laura Conner. The Northern Indiana Oil Company, of Montpelier, filed notice with the Secretary

of State yesterday that its capital stock had been increased to \$60,000. Burglars entered the Maysoll dye-house, on Virginia avenue near Washington street, early yesterday morning and exchanged their clothes for five good suits complete. Entrance was effected through a back win-

Charles Werbe, a carpenter living at No. 645 South Meridian street, fell from a defective scaffold at No. 112 Fletcher avenue yesterday morning, a distance of fifteen feet. He broke his left wrist, dislocated his right hip and was injured internally. The Merrill Saving and Loan Association of Indianapolis was incorporated yesterday, with a capital stock of \$100,000, of which amount \$72,000 has been subscribed.

The directors are: Joseph Borinstein, Lorenz Schmidt, Jacob Buennagel, Fred J. Keen, Henry A. Weber, John F. Mueller, Fred J. Mack, Joseph Buennagel and Joseph Kasberg. Personal and Society. Mr. and Mrs. J. A. Lemcke will go to Washington next Wednesday, to spend a week or ten days. Mr. and Mrs. J. E. Scott entertained quite

a number of friends very pleasantly, last evening, at progressive euchre. Mrs. Hatch, of Decatur, formerly of this city, 18 visiting her daughter, Mrs. S. Elliott Perkins, on West New York street. Miss Haymon, of Virginia, who has been visiting Major Comly's family, at the United States Arsenal, has returned home. Dr. C. I. Fletcher returned last evening

from Nashville, where he has been attending the meeting of the American Medical Mrs. J. F. Pratt has issued invitations for a garden party next Wednesday, in honor of Miss Mary Bybee and Mr. Walter Milli-

ken, of Boston. Mr. and Mrs. H. D. Pierce entertained number of friends very handsomely at din-ner last evening, in honor of Mr. Charles Holman Black.

Mrs. John B. Elam gave a thimble party, yesterday afternoon, to about sixty ladies, mostly members of Plymouth Church congregation, which was a very enjoyable

Mr. and Mrs. Addison Bybee gave a dancing party last evening, at their home on North Alabama street, to about sixty young people, in honor of their daughter, Miss Bybee, and Mr. Walter Milliken, of Boston. The dancing was general until 11 o'clock, when several figures of the german were introduced, Mr. Jacquelin Holliday leading with different ladies. One new and very pretty figure was the "snow-ball," the gentlemen breaking balls filled with paper snow-flakes above the heads of the ladies. Another graceful figure was the Paul and Virginia. The company, embracing as it did a number of the most popular belles and beaux, afforded a pleasing introduction of Mr. Milliken to Indianapolis young

Mrs. James M. Winters gave a charming 4 o'clock tea yesterday afternoon, at her iome on North Illinois street, in honor of Mrs. M. B. Wilson, who has recently come to this city to reside. Mrs. Winters was assisted by Mrs. Livingston Howland, Mrs. J. A. Lemcke, Mrs. Clifton Comly, Mrs. George G. Tanner, and Misses Daisy Wilson, Josephine and Helen Hol-man. At 7 o'clock, Mr. and Mrs. Winters and Judge Rand gave an elegant dinner in honor of Mr. and Mrs. Wilson. The other guests were Mr. and Mrs. T. L. Sewall, Mr. and Mrs. Fred Fahnley, Mr. and Mrs. Henry Wetzel, Mr. and Mrs. Frederick Chislett, Mrs. Edwards, Mr. and Mrs. Lemcke, Mr. and Mrs. Clifton Comly, Judge and Mrs. Howland, Mr. and Mrs. George G. Tanner, Mr. and Mrs. William J. Brown, and Mr. and Mrs. George Spllivan and Mrs. George Sullivan.

MARTINSVILLE. Miss Minnie Lindley, of Brooklyn, is visiting in this city.... Miss Grace Cox is visiting in Centerton....J. H. Connersman and family, of Cincinnati, and Miss Kate Taylor, of Indianapolis, are the guests of Mayor Curry....Dr. Harris, of Fountain City, who has been visiting in this city for several days, has returned home....Miss Dee Ferguson has returned to her home in Grayville, Ill., after spending several days with friends in this city...W. B. Tarleton and wife are visiting the former's parents in Maysville, Ky...J. A. Robbins and wife and Mrs. W. E. Bates are visiting in Indianapolis Miss Cora Hodges, of Paragon, is visiting relatives here Miss Lou Dawson, of St. Louis, is the guest of J. K. Scott and wife....
Miss Millie Buntel is visiting friends in Dawson. Greencastle... Miss Erie Miller, of Terre Haute, is visiting her father, Dr. G. W. Miller....Miss Corda Dent is visiting her parents in Centerton....Mrs. Charity Ruiker, of Brooklyn, is visiting Mrs. Jane Gregory and family...Miss Kate Tomelson is visiting friends in Gosport...Miss Ade-laide Perry has returned to this city, after a six weeks' visit with relatives in Columbus....Miss Ida Cooper is visiting her uncle, J. A. Cooper. of Indianapolis....Mr. and Mrs. Bou, of Oaktown, returned to their home after a visit of several days in this city Prof. W. E. Bates is visiting in Columbus....Mrs. Samuel Griffin is visiting relatives in Brazil....Mr. Nave and daughr, Miss Hattle, of Danville, are visiting the family of Dr. D. P. Kennedy.

Miss Grace O'Donnell, of Bridgeport, is risiting the family of Charles O'Donnell. Miss Lillie Glidden, of Newark, Ind., is the guest of her sister, Mrs. W. J. Walker.Mrs. N. S. Roberts and daughter, Miss Lotta, of Bruceville, were in the city last week, the guests of friends...Miss Belle Brackett, of St. Louis, is visiting her sister, Mrs. J. D. LaCroix Mrs. Samuel Brashears is visiting her parents at Bick-neil....Mrs. Todd Hyatt has returned from a visit to Kansas City Mrs. W. D. Penfold and daughter, of Kansas City, are visiting the family of M. P. Ghee....Mrs. Lizzie Cottom, of St. Louis, is in the city, the guest of Mrs. P. J. Burns....Mrs. Glen May and baby, of Sumner, are visiting her parents, Mr. and Mrs. T. G. Martin....Mrs. Frank Scott, of Kansas City, is visiting her sister, Mrs. W. H. Frund....Miss Agnes Buskirk, of Princeton, is visiting Miss Mattie Williams Mrs. Sam Young and children left yesterday on a visit to relatives in Illinois ... Miss Emma Ellis, of Washington, is the guest of Miss Ida Wood. Miss Lizzie Emison, of Bruceville, 18 visiting friends in the city....Mrs. W. R. Miles and daughter have returned from a short visit to Indianapolis....Mrs. Will Tewalt left last night on a visit to Richmond, Mo.

CULLINGS FROM THE COURTS.

People Who Complain They Were Injured Through Carelessness of Others. In Judge Walker's court, yesterday, the trial of Mary Van Sickle's suit against A. J. Johr, for \$5,000 damages, was begun. She claims that one of Johr's teams was left unhitched on the street, several months ago, and, becoming frightened, ran away and knocked her down, breaking her collarbone and one arm. In the Circuit Court the jury in the suit of Charles Bein against William Buschman, for \$5,000 damages, failed to reach a verdict, and were discharged. Orrin W. Shaw filed suit yesterday against the C., C., C. & St. L. railroad for \$5,000 damages. He was an employe at Tucker & Dorsey's factory, and was compelled to cross the company's tracks every day for his meals. He claims he was struck by a train through the carelessness of the engineer and severely injured. John W. Keith also made the Woodburn-Sarven Wheel Company defendants in a suit to recover \$25,000 damages. He was employed at the company's factory and claims he was ordered to loosen a stop-cock on an escapepipe, and that in so doing he was badly scalded and burned.

The Criminal Docket.

Noah and Elmer Harvey, chicken threves. were each given, yesterday, a year in the penitentiary by Judge Irvin. Louis Rudicharge of assault and battery with intent to kill being nollied. Luther Morris was placed on trial, charged with feloniously assaulting Margaret Campbell.

Notes from the Dockets.

Martha A. Hanna, who was recently given a \$1 judgment against the estate of Jeremiah Van Landingham, in the Circuit Court, was yesterday granted a new trial. Mayor Sullivan fined John Jones and Jacob Heiser \$5 each, yesterday, for visiting a gambling-house. James Jay and R.

O. Wilson were each fined \$10 for being interested in the management of the house. A judgment against Peter Routier and others, rendered in the federal court, May 7, for \$10,000, on foreclosure of a mortgage, was yesterday set aside by agreement between the parties, and the case dismissed. George P. Bissell, trustee, was the plainti

The Court Record. SUPERIOR COURT. Room 2-Hon. D. W. Howe, Judge. Frank M. Dell vs. William Terrell; ac

count. Judgment for plaintiff for \$144.64. Philip M. Gapen vs. Meridian National Bank; note. Trial by jury. Room 3-Hon. Lewis C. Walker. Judge. Mary Van Sickle vs. A. J. Johr; damages Trial by jury.

in the action.

New Suits Filed. Orrin W. Shaw vs. C., C., C. & Railroad Company: damages. De. Lillian M. Alexander vs. Thomas A. Alexander; divorce. Allegation, failure to pro-John W. Johnson vs. Mamie Johnson; divorce. Allegation, infidelity.

CIRCUIT COURT. Hon. Livingston Howland, Judge. Charles Bein vs. William Buschman; lamages. Demand \$5,000. Jury disagreed and were discharged. Sadie Stewart vs. Dennis J. O'Bryan; paternity proceedings. Trial by jury.

New Suut Fued. John W. Keith vs. Woodburn-Sarven Vheel Company; damages. Demand, \$25,-

GOOD SHOWING OF TAX LISTS.

Property Valuation with the Polls Have Been Increased Largely Since Last Year.

Township Assessor Quill is pleased with the work his deputies have been and still are doing in gathering the assessment lists of property for taxation. If no bad luck overtakes them they will complete the canvassing in a short time. "The results of the work this year," said Mr. Quill to a reporter yesterday, "are very gratifying to me, and they compare most favorably with those of last year. Almost every afternoon for the past two weeks I have been out in the territory of the deputies and I found everything moving along in "How will the total appraisement of city

property this year compare with last?" the

reporter asked.
"It will show a marked increase, but how much I do not know. Last year the appraisements showed a total value on lots of \$19,791,475; improvements, \$17,586,840, and personal, \$15,885,430, making a total of \$53,-263,745. How much more the lists will show this year is very hard to tell. In fact, there is no basis of computation. The annexed territory will add considerable. In one strip alone, which adjoins Woodruff place, three hundred new personal lists were returned this year, and when this is repeated in all the recently annexed territory, the aggregate increase will be no small amount. And there is another point I have noticed in the lists that have been returned so far, and that is that nearly all of the property in these annexed districts is owned by those occupying it. That speaks well for the city."

"How will the number of polls this year compare with those of last?"
"They, too, will be increased. Last year there were 21,489 in the city proper, and this year I would put the figure at 25,000, and then believe I was putting it too low. I still stick to my belief that this city will show a population of 140,000 this year, although the number of polls is no basis upon which to calculate population. There are many voters here who are over fifty years of age, and, of course, they are not in-cluded in the list of polls. But, taking everything into consideration, I think the citizens of Indianapolis have reason to congratulate themselves upon the general prosperity of their city, as will be shown by my reports this year.'

Charged with Gambling. Bud Renaud's book-making place, on North Illinois street, was visited by the police yesterday afternoon, and the proprietor and three employes arrested on the charge of gambling. They were released

PENSIONS FOR VETERANS. Residents of Indiana and Illinois Whose Claims Have Been Approved.

Pensions have been granted the followingnamed residents of Indiana: Original Invalid-Ninevah Kysar, Seymour; King Dry, Jeffersonville; Benjamin F. McCaun, Brownstown; William Baker, Aurora; Riley Maden. Danville; Frederick Scharff, Richmond; John S. Adams, Lett's Corners; James P. Walton, Riceville; Jonathan Croasdale, Brazil; Henry Rencker, Richmond; John D. Jarvis, Evansville; William Isenhuser, Rensselaer: Abram H. Jones, Crab Beach; Z. M. Powell, Normal; Valdover Motsinger, Jacob Creek, Hartford City; Jacob Lucas, Asherville; J. Williams, Muncie; Simeon F. Stafford, Shelbyville; Frederick Fisher, Indianapolis: William Rhodes, Stanford; George Henry Nolan, Olin Falls; Samuel T. Cox, Wabash; Alfred Brickley, Uniondale; James R. Prenary, Indianapolis; Jacob Masterson, Rock-

Increase-Joseph C. Jell, Bean Blossom; Geo. C. Wheeler, Huntington; W. E. Graves, Seymour: Henry Foster, Vincennes: Herman Villingerhoff, Reno; Thomas Brown, Madison; Edw. M. Robinson, Patriot; Jas. H. Carpenter, Brazil; Sextus H. Shearer, Huntington; Overton L. Dimmit, Feelsonville; V. B. Stewart, Marengo; Jos. Richey, Bluffton; John T. Bader, Sesfield; Freeborn B. Tinkham, Lafayette; Geo. W. Owens, Columbus; John Davis, Delphi; Wm. H. Davis, alias Wm. Davis, Waynesville; David N. Cady, Milan; Watson Ballon, Burlington; Geo. Col-well, Aurora (special act.) Reissue-James G. W. Adams, Marion; John S

Fite, New Albany; Calvin Lowdermilk, Hoosier-ville; Samuel S. Smock, Farmersburg; Edward S. Kindred, Eclipse; John Barnett, Decatur; Geo. M. Cottingham, Milan; Jacob C. Mathews, Kirklin; Mathew D. Sexton, Botcham; John Franzmann, Cannelton; George J. Krug, Crawfords-ville; Jasper R. Weddel, Medora; Thomas D. Wheeler, Canaan; George Wilson, Padi; John J

Reissue and Increase—Thomas T. Patterson: West Liberty; John L. Moore, Crothersville. Original Widows, etc.—Susannah, widow of Wm. Coman, Newpoint; Caroline L., mother of Albert W. Hoke, Silver Lake; minor of George Bolinger, New Carlisle; minor of Jacob Masterson, Rockport; Louisa M., widow of Wm. Rhodes Stanford; Margaret, widow of Milton Stanton, Columbus; Eliza M., mother of Lafayette Stan-ton, Columbus; Margaret P., widow of Jas. M. Blair, Huron.

TO RESIDENTS OF ILLINOIS. Original-Horace B. Pettingil!, Herman; Kirk E. Henry (deceased), Monmouth; Wm. Clark, Newton; Wm. Fowler, Darwin; Pleasant Smith Akinn; Jos. Padgett, Atwater; George Myers, Newton; J. A. White, Walnut Hill, James Wood, Paris; Jos. Byron, Stone Ford; John S. Gano,

Restoration and Reissue-Milton Tichnor, Sul-Increase-Albert B. Roundy, Chicago; Wm. Moor, Purcola; Theo. F. Cunningham, Yates City; Robert B. Hanna, Bloomington; Myrex H. Fuller, Wilmington; Benj. R. Cunningham, Mount Vernon; George Schuler, West Belleville; W. H. Huff, Burnside; Frederick Borcherding, New Minden; John Gillen, Chicago; Wm. Noel, Streator; Zachariah A. Miller, Joliet; G. F. Kiltz, Plano; Obadiah Simpson, Hamletsburg; John A. Shannon, Palestine; Elijah Jones, Springfield; Morton West, Union. Reissue-Wm. M. Kenzie, Swan Creek: Olaf A Halfast (deceased), Bishop Hill; Chas. Deamude Charity; Chas. Ward, Crossville; Isaac J. Sanders

John Trexler, Wheeler. Reissue and Increase-Corbin Roberts, Bellair. Original Widows, etc.-John, father of John Smithwait, Colchester; Thomas, father of Floren-tine W. Ludington, Weldon; Alvina, widow of Wm. K. White, Chester; Elizabeth, widow of O. A. Holfast, Bishop Hill; Margaret, widow of James Winship, Englewood; Catherine, widow of James Robb, Raum; minor of John S. Deforest, Alton Junction; Julia A., widow of Kirk W. Henry, Monmouth; Ethelinda K., widow of Thos. Cochran, New Canton; minor of Berry Martin,

sr., Cartersville; John A. McNerner, Vergenes

The Assessed Value of Wives.

Bnffalo Saturday Tidings. A recent opinion rendered by the Virginia Court of Appeals shows that the law recognizes a graded valuation of wives. The complainant had sued for damages for the loss of his wife, who had been accidentally killed through the negligence of the defendants. On the trial, evidence sall was given five years for burglary, the | tending to show that the deceased had been a superior wife was offered, and, presumably influenced by this, the jury gave the complainant a verdict for \$6,000. The defendants objected to proof as to the character of the wife, and carried the issue to the highest court of the State.

That tribunal holds that such evidence

was perfectly proper as means of estimating the damage suffered by the husband. "If the character and conduct of the wife," says the court, "be such that her death will cause but little sorrow, suffering and mental anguish to the husband, then the fair and just proportion of the

damages to be awarded by the jury will be measured accordingly. But if, on the con-trary." the court adds, "the wife be loving, tender and dutiful to her husband; thrifty, industrious, economical and prudent—as the evidence in this case proved Mrs. Mc-Connell to be—then her price is far above rubies, and the loss of such a wife, of such a helpmeet, of such influence, of such a blessed and potent ministry and companiouship, is a proper element of damages to be considered by the jury in fixing the solatium to be awarded to the husband for tearing her from his heart and home."

How Bismarck Saved His Friend.

Eugene Field, in Chicago News. One of the stories now going the rounds tells of Bismarck's clever ruse to save a friend from death. It seems that Bismarck and this friend were out hunting one day, and the friend incautiously walked off into a morass from which he could not extricate himself. Feeling himself gradually sinking the unfortunate fellow called out to Bismarck: "For God's sake, come to my help or I shall be lost in this quicksand." Bismarck saw that the danger was great, but he retained his presence of mind. "No." cried Bismarck, "I will not venture into the morass, for then I should be lost, too. It is evident your end is inevitable; therefore, to relieve you from the cruel agony of slow death, I will shoot you." Therefore Bismarck coolly leveled his rifle at his floundering friend.

"Keep quiet," cried Bismarck; "I cannot take correct aim. Remember that in order to put you at once out of misery I must shoot you through the head. The shocking prutality of this suggestion drove all fear of the morass out of the friend's mind; the unlucky chap thought only of dodging Bismarck's bullet, and with this in his mind he struggled so violently that finally, almost by superhuman efforts, he succeeded in laying hold of the root of an old tree, and thereby he rescued himself.
"It was your presence of mind that saved me," he confessed to Bismarck; "in no other way could my extrication from the quick-sands have been accomplished."

Uncertainties of Arithmetic.

Schoolmaster-Yes; but look here, my boy. Suppose I were to lend your father five hundred pounds, let us say, without interest, but on condition that he should pay me ten pounds a week. How much would he still owe me in two months? New Boy-Five hundred pounds, sir.

Schoolmaster-Tut! tut! My boy, you don't know the first principles of arith-New Boy-You don't know my father, sir!

Profound Religious Observation. Indianapolis Ram's Horn. A scientific journal claims that nothing will improve a woman's complexion like early rising. This may be true, but every woman knows that for immediate results a

Master Commissioner's Sale

powder-rag is not to be sneezed at.

By virtue of a certified copy of a decree of the Circuit Court of the United States for the District of Indiana, made on the 29th day of January, A. D., 1889, in a suit there pending upon an original bill, wherein The Farmer's Loan and Trust Company is complainant, and the Chicago & Atlantic Bailway Company and others are defendants; and, upon a cross-bill wherein George J. Bippus is cross-complainant, and the Chicago & Atlantic Bailway Company and others are defendants; also, a decree of the Circuit Court of the United States for the Northern District of Illinois, made on the 29th day of January, A. D., 1889; the undersigned, William P. Fishback, Master Commissioner, will, on

TUESDAY, THE 12TH DAY OF AUGUST, A. D.

at 12 o'clock, noon, of said day, at the front door of the United States Court-house and Postoffice build-ing, in the city of Indianapolis, in the District and State of Indiana, offer for sale, at public auction, to the highest bidder therefor, the following described railway property and franchises, viz.: All the line of railroad of The Chicago & Atlantic Railway Company at any time constructed within the counties of Marion, Hardin, Allen and Van Wert, in the State of Ohio, and the counties of Adams, Wells, Huntington, Wabash, Miami, Fulton, Pulaski, Starke, La Porte, Porter and Lake, in the State of Indiana, and more particularly described as follows:

All that certain line of railroad beginning at Marion, in the county of Marion and State of Ohio, and running thence in a general northwesterly direction through the said counties of Marion and Hardin to Kenton in said Hardin county; thence through said counties of Hardin and Allen to Lima in said Allen county, and through said counties of Allen and Van Wert to Enterprise in said Van Wert county, all in the State of Ohio; thence in the same general northwesterly direction through the said county of Van Wert, Ohio, and said county of Adams, Indiana, to Decaur in said Adams county and through said Wert, Ohio, and said county of Adams, Indiana, to Decatur in said Adams county, and through said counties of Adams. Wells and Huntington to Markle in said Huntington county, and through said county of Huntington to Huntington in said Huntington county, through said counties of Huntington and of Wabash to Laketon in said Wabash county, and through said counties of Wabash, Miami and Fulton to Rochester in said Fulton county, and through said counties of Fulton and Pulaski to Monterey in said Pulaski county, and through said counties of Pulaski and Starke to North Judson in said Starke county, and through said counties of Pulaski and Starke to North Judson in said Starke county, and through said counties of Starke, LaPorte and Porter and Starke to North Judson in said Starke county, and through said counties of Starke, LaPorte and Porter to Kouts in said Porter county, and through said counties of Porter and Lake to Crown Point in said Lake county, and through said county of Lake to Hammond in said Lake county, thence through said county of Lake to the boundary line of the States of Indiana and Illinois, where said line of railroad connects with the railroad of the Chicago & Western Indiana Railroad Company, in all a distance of two hundred and forty-nine and one-tenth miles, more or less, together with the corporate property of every name, kind and description, at any time owned by the Chicago & Atlantic Railroad Company, or acquired by it or used by it in constructing managing quired by it or used by it in constructing, managing to, and all estates and interests therein, including all the right of way therefor, and the road-bed of said raliroad, the entire superstructure thereof and track at any time placed thereon, and all station, depot, shop, yard and other grounds at any time used in shop, yard and other grounds at any time used in connection therewith, and all steel and iron rails, ties, railways, sidings, switches, bridges, fences, turn-tables, water-tanks, viaduets, culverts, passenger and other depots, station-houses, warehouses, freight-houses, car and engine-houses, machine shops, docks, and all other structures, brildings and fixtures whatseever, together with all equipment and rolling stock, locomotives, cars of every description, machin-ery, tools, implements and materials of the said the Chicago & Atlantic Railway Company at any time owned or acquired for constructing, maintaining, operating, replacing, improving or repairing the said railroad and its appurtenances, or any part thereof, or in or for the business of said railroad, and all the real estate of the said railway company wherever the same may be situate, at any time held or acquired, for the purposes aforesaid. And also, all the right of the said the Chicago & Atlantic Railway Company to use the railroad of the Chicago & Western Indiana Railroad Company from a point at or near Hammond, in the State of Indiana,

a point at or near Hammond, in the State of Indiana, to and into the city of Chicago, in the State of Illinois, and the terminal facilities in Chicago, and all other rights, privileges and property secured to the said Chicago & Atlantic Railway Company in and by agreements, leases and contracts made between the said Chicago & Western Indiana Railroad Company and the said the Chicago & Atlantic Railway Company of date November 1, 1880, November 1, 1882, March 31, 1883, and any agreements supplemental or relating thereto of any date whatsoever, and any and all shares of the capital stock of the Chicago & Western Indiana Railroad Company or of the Belt Railway Company of Chicago, or rights therein or thereto. Company of Chicago, or rights therein or thereto whether legal or equitable, of the said Chicago & At lantic Railway Company, and any and all other agreements, contracts, rights, privileges or interests, whether legal or equitable, of said Chicago & Atlan-

whether legal or equitable, of said Chicago & Atlantic Railway Company.

Also, all the rights, franchises, privileges, immunities and easements; and all leases, leaseholds, rights of use of other railways, and all estates, real, personal or mixed, at any time held or acquired by the said the Chicago & Atlantic Railway Company; and all rents, issues, profits, income and proceeds of said railroad, or arising from any of the aforesaid property, together with all and singular the tenements, hereditaments and appurtenances thereunto belonging, or in any wise appertaining thereto; and all the reversions, remainders, choses in action, estate, right title, interest, property, possession, claim and demand whatsoever, as well at law as in equity, of the said the Chicago & Atlantic Railway Company, in and to the aforesaid property and premises, or any part thereof, and all rights powers, privileges, franchises, at any time held or acquired by the said railway company, connected with or relating to the said railroad, or the uses or purposes thereof, or to the railroad, or the uses or purposes thereof, or to the construction, maintenance, use or enjoyment of the same, and all corporate franchises of the said company of every nature, including the franchise to be a corporation.

Said sale shall be without prejudice to the rights and claim of the United States Rolling-stock Company, the Farmers' Loan & Trust Company, as assignee in trust, or of any party beneficially interested in an agreement in the nature of an equipment lease entered into between the said United States Rollingstock Company and the Chicago & Atlantic Railway Company, of date April 11, 1883, and assigned to the said Farmors' Loan & Trust Company on said last-named date, for the security of certain car-trust bonds. named date, for the security of certain car-trust bonds.

TERMS OF SALE—Said property will be sold for cash as an entirety, and without appraisement or the right of redemption. Before making a bid for said property each bidder will be required to deposit with the undersigned, as a pledge that the bidder will make good his bid in case of its acceptance, the sum of One Hundred Thousand Dollars in money, or first mortgage bonds of the said Chicago & Atlantic Railway Company, of June 13, 1881, to the amount of Two Hundred Thousand Dollars, exclusive of interest. The deposit so received from any unsuccessful bidder shall be returned to him when the property shall be struck down, and the deposit so received from the successful bidder shall be applied upon account of the purchase price. Such further portions of said purchase price shall be paid in cash, as the Court may from time to time direct; and the Court of said purchase price shall be paid in cash, as the Court may from time to time, direct; and the Court reserves the right to resell said premises and property upon failure of the purchaser or purchasers thereof, or their successors or assigns, to comply, within twenty days, with any order of the Court in that regard. The balance of the purchase price may be paid either in cash, or in bonds, or over-due coupons, secured by said first mortgage of said Chicago & Atlantic Railway Company, of June 13, 1881, or by the second mortgage of said company, of September 15, 1883, each such bond and coupon being received for such sums as the holder thereof would be entitled to receive under the distribution ordered, and according to the priority adjudged in the said decree of said Court, dated January 29, A. D., 1889.

WILLIAM P. FISHBACK.

Master Commissioner, U. S. C. C., Dist. Ind.

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ADVERTISED LETTERS

A DVERTISED LETTERS—The following is the list of letters remaining unclaimed in the Indianapolis Postoffice on Saturday, May 24, 1890. Please call for "Advertised Letters," and give the date of this list.

B—Burnham, Miss Lillian. C—Cohune, Miss G. L. D-Davis, Mrs. Anna. E-Estella, Mrs. Adesta. F-Flaunery, Miss Lizzie: Freeman, Miss Doria B. H-Hall, Miss Ada: Harris, Mrs. Eva; Howe, Mrs.

rances: Heckier, Mrs. Nellie; Herriman, Miss R. .; Hamilton, Miss C.; Hulse, Miss Eva. J.—Johnson, Miss Maud; Johnson, Miss Lillie. L-Laseer, Mrs. Juita; Lacy, May.
M-Merrill, Miss Clara; Menster, Mrs. Sophia;
Merdant, Mrs.; Mertz, Mrs. Sallie; Melvin, Fanny.

Merdant, Mrs.; Mertz, Mrs. Sallie; Melvin, Falliy.

N-Nolen, Miss Lizzie.

R-Bicheson, Miss Carrie.

S-Scott, Adeline; Spencer, Miss Amelia.

T-Talburt, Miss Mattie.

V-Vanders, Mrs. Mattie.

W-Wright, Mrs. Mary; Walker. Mrs. J.; Walls,

Miss Elle; Wright, Miss L. Wagner, Mrs. John;

Wilson, Mrs. A. H.

Y-Yunker Mrs. Mary Y-Yunker, Mrs. Mary.

B-Brown, Frank; Booker, bem; Booker, B. W.; Bambrick, M. F.; Barnett, Jno. C-Christian, Wm.; Campbell, Henry; Clark, Chas. D-Dundridge, Amos; Doodey, Cornelius; Durbon, F-Fisher, Henry; Fitch, D. A.; Fields, Joe. H-Harrison, Link; Hennessey, Edward; Haneeker,

J-Jones, W. H.; Jacobson, Dave. K-Kittle, Lisander. L-Lindley, E. G.; Langley, T. H. M-Murdock, Frank; Mason, Jno. W.; Madanis, Mr.; Matlison, E. J. N-Nollen, Chas.; Northrop, Jay W.; Newman

Rev. W.
P-Pusey, Ellwood; Phillips, Robt.
R-Russell, J. W.: Rogers, Jno.; Rasbach, Mr.;
Robertson, A. L.; Robinson, Jno.; Robinson, H. S.
S-Scott, Rev. E. S.; Smith, J. G. (4); Storey, Prof.;
Spangler, Mana; Shadburne, Edward; Speer, R. B.;
Sherwood, Fred H.
T-Tyler, Lewis; Trom, Frank.
V-Von Leen, H. E.
W-Watson, J. O.; Whitcomb, Geo. W.; Word, Abe;
Welsh, W. D.; Waggoner, R. B.
Y,-Yard, M.

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